

CLASSIFICATION ~~SECRET~~COUNTRY East Germany REPORTTOPIC Koethen Airfield 25X1EVALUATION                      PLACE OBTAINED                      25X1DATE OF CONTENT                      25X1DATE OBTAINED                      PREPARED 15 March 1955 25X1REFERENCES                      25X1PAGES 4 ENCLOSURES (NO. & TYPE)                      25X1REMARKS                      25X1

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Koethen airfield between 15 January and 10 February 1955:

15 January. At about 1515, 5 elements of 2 MiG-15s or U-MiG-15s took off at short intervals and flew in close formation for about 30 minutes. The landings were made individually. After the landing, additional take-offs were made by elements of two aircraft which remained aloft for about 10 minutes. The aircraft approached over the radio installations in the main flying lane. Some of the aircraft were two-seaters. Somewhat later, about 20 individual take-offs were made.                      25X1

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17 January. There was air activity by aircraft fitted with rudder assemblies which did not project beyond the tail pipe. This detail was not observed on aircraft involved in air activity later on.

21 January. Between 1000 and 1400, the eastern hangars were open and apparently vacant. Three MiG-15s or U-MiG-15s were parked in front of the hangars. The western hangar could not be observed as the view was obstructed. Fifteen MiG-15s or U-MiG-15s were parked side by side north of the eastern end of the runway. At 1200 the 15 aircraft were towed back into the hangars presumably because of poor visibility. No air activity was observed.

6 and 7 February. There was no air activity. The take-off point was not built up. The radar sets at the southern edge of the landing field were not in operation.

9 February. At 1330, 22 MiG-15s or U-MiG-15s were observed on the landing field including 10 parked north of the eastern end of the runway. Two or 3 aircraft alternately made individual local flights at an altitude of 200 to 300 meters for 5 to 6 minutes. During the landing maneuver, the aircraft flew a wide bank and were over the approach lane between the airfield and the inner landing beacon. This observation was not made during the other local flights. The take-offs and landings were made accurately although there was gusty wind.

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10 February. No air activity was observed. A total of 27 MiG-15s or U-MiG-15s were counted on the landing field and in front of the hangars. 1

2. Radio and radar installations.

On 21 January, a radio truck with a plexiglass cupola and an antenna about 6 meters high was parked at the take-off point. About 100 meters farther eastward was a single-mast radio installation with a braced antenna mast about 8 meters high and a radio truck at the side. The Kniferest-type and Fishnet-type radar sets rotated slowly. One full rotation lasted about 40 seconds.

3. The board fence along the eastern border of the field was considerably damaged by a storm. In early February, repair work was under way on the fence and some sections were newly erected.

4. On 21 January, the AA gun emplacement in the southwestern corner of the field was unchanged.

5. Vehicular traffic observed at the field [redacted]

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6. The following air activity and aircraft were observed at the field between 28 January and 11 February 1955:

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28 January. At about 1300, a Po-2 took off and headed toward the south.

31 January. No air activity was observed.

2 February. At about 1300, 3 MiG-15s or U-MiG-15s [redacted] were parked in front of the northeastern hangar. The tail of the aircraft No 403 was dismantled. A row of 16 swept-back jet fighters was observed in front of the southeastern hangar and another row of 7 MiG-15s or U-MiG-15s whose noses pointed to the north were parked south of the southeastern hangar. Two aircraft were seen in front of the western hangar. Air activity was heard from 1600 until about midnight.

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3 February. Throughout the day until about midnight, the noises of aircraft engines and air activity were heard.

4 February. Air activity could only be identified from the sound of aircraft engines.

5 February. Between 1220 and about 1500, MiG-15s or U-MiG-15s continuously took off, landed and made local flights. The take-offs were made at intervals of about 5 minutes. MiG-15 [redacted] took off at 1255 and landed at 1310. MiG-15 [redacted] took off at 1300 and MiG-15 [redacted] landed at 1305. Prior to the take-off, the aircraft were not arranged at the take-off point as usually observed but they taxied from the hangar directly to the take-off point probably because of the strong wind. Two radio trucks including one with a rod antenna and an umbrella-shaped antenna and the other with an umbrella-type antenna were parked on the landing field. A truck and an ambulance were parked in the vicinity and a fire truck was observed in front of the southeastern hangar. Tank trucks [redacted] continuously moved from the fuel dump to the hangars. Six railroad tank cars were being emptied near the fuel dump. One officer and 3 EM were seen at the pump. A two-wheel fire cart was seen nearby.

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7 February. No air activity was observed. A MiG-15 [redacted] was parked in front of the southeastern hangar.

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8 February. Air activity was heard from 0800 until about midnight. The type of flights could not be identified. After nightfall, the repeatedly observed rotary searchlight in the northeastern corner of the field began to operate. After 11 rotations there was an interval of about 1 minute. Another light signal was seen in the sky approximately east of the rotary searchlight.

9 February. Between 1220 and 1330, there was very intensive air activity. Between 1255 and 1312, 5 MiG-15s or U-MiG-15s [redacted]

[redacted] took off. During the same period, 4 swept-back jet fighters landed at the field. All of the aircraft involved in air activity were fitted with auxiliary fuel tanks which appeared to be larger than those observed previously. Two radio trucks were parked between the revetments in the northeastern corner of the field. One of them mounted a rod antenna, an umbrella-type antenna, and a plexiglass cupola about 1 meter in diameter. Three men apparently sitting at tables were seen in the interior of this radio truck and 1 man was observed sitting in the cupola. Of the latter man only the upper part of his body could be observed. A cable reel attached to a pole about 1 meter high was seen near the radio trucks between the revetments. When the radio truck moved to its positions, one man of the crew made a cable connection from the cable reel to the radio truck. The second radio truck had an extended umbrella-type antenna but no special superstructure. An ambulance and an empty truck were also parked next to the radio trucks. There was no air activity throughout the day until about midnight. After nightfall, the rotary searchlight was in operation.

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10 February. No air activity was observed and no radio trucks were parked on the landing field. A total of 32 MiG-15s or U-MiG-15s [redacted] were parked without a discernible order in front of the eastern hangar. One of the aircraft seemed to be larger than the others. Air activity was **heard** in the afternoon beginning at about 1500 and lasting until about midnight. The rotary searchlight was in operation after nightfall.

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11 February. Between 1220 and 1330, take-offs and landings were continuously made at intervals of about 3 minutes. Take-offs in elements of two were also observed. After lifting off the ground, the aircraft flew straight ahead approximately up to the end of the airfield, then made a sharp left bank and climbed steeply. During the landing maneuver, some aircraft crossed the field before landing, other aircraft approached from the east over the flying lane. The aircraft crossed the road along the eastern gap of the fence at an altitude of about 15 meters. After the landing, the aircraft rolled to a stop in different manners. Some aircraft required only half of the runway on their landings while others required the entire runway length.

A single-engine low-wing monoplane with a light gray paint was parked in front of the northeastern hangar.

Six MiG-15s or U-MiG-15s were parked on the alert site.

[redacted] Before taking off, all of the aircraft taxied to a distance of about 10 meters from the radio truck in the northeastern

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corner of the field, stopped there for about 1 minute, then taxied to the runway and took off. It could not be determined if there was any visual contact maintained between the radio trucks and the crews of the MiG-15s.

7. Fuel dump.

The fuel dump in the northeastern section of the field could be clearly observed over the fence which had been torn down by the storm. The fuel was pumped from the railroad tank cars at the spur track into a net of pipe lines which extended close to the rails. The pump which produced a loud humming noise was operated by 2 men. The pipe lines extended about 30 cm over the ground, passed the underground tanks and terminated into a large horizontal fuel container which had been dug out some time before and now lay overground on a concrete base. The container was at least 8 meters long and about 2.5 meters in diameter. The underground containers consisted of 2 groups of 3 containers each and covered over by earth about 30 cm high. The entire fuel dump was surrounded by a barbed wire fence. A wooden hut about 3 meters square and about 20 x 200-liter barrels were also seen inside of the fence. No gasoline cans were observed. The fuel dump had 2 gates, one at the western side of the fence and the other close to the spur track.

1. Comment. It is believed that Koethen Airfield is still occupied by 1 Ftr Regt and 1 Ron Regt equipped with MiG-15s. More intensive air activity was only observed on 9 February 1955. A total of 32 MiG-15s or U-MiG-15s were counted on the landing field.

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The constructional differences on MiG-15s are not definitely confirmed by the present report.

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2. Comment.

The radio truck with the glass cupola was definitely observed checking the traffic on the runway. The pilot of the aircraft taking off probably maintains voice-radio traffic with the crew in the radio truck with the glass cupola.

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4. Comment. The statements on the fuel dump in the northeastern corner of the airfield agree with available information. The fuel transloading installation is equipped with a centrifugal pump.

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